

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from HART BUCK, Esq., to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 4th July, 1900, Commencing at 11 A.M., and following Days until Completion of the Sale, within his Residence, MOUNT RICHMOND, THE WHOLE OF THE

VALUABLE FURNITURE contained therein, comprising: PLUSH COVERED DRAWING ROOM SUITE, CHIPPENDALE CHAIRS, RED LACQUER JAPANESE CABINET, OLD NINGPO CARVED AND INLAID SQUARE TABLE, WHATNOTS, Very Fine BLACKWOOD HAT and UMBRELLA STAND with BEVELLED GLASS MIRROR, TEAKWOOD EXTENSION DINING TABLE, TEAKWOOD OVERMANTLE with BEVELLED GLASS, Handsomely CARVED SIDEBOARD with MIRROR, DINNER WAGON, MARBLE CLOCK, MOROCCO COVERED DINING ROOM SUITE, SILK REP COVERED SHUTTING ROOM SUITE, PEKING CLOSET and Other CURIOS, Excellent DINNER SERVICE and a Choice Assortment of CUT GLASS WARE, TEAK WARDROBES with MIRRORS (Double and Single), Several LADY'S WRITING DESKS, CHESTS OF DRAWERS, MARBLE TOP DRESSING TABLES and WARDROBES, TOILET SETS, BRASS and IRON BEDSTEADS with MATTRESSES, Several CARPETS and RUGS, SETTEES, FENDERS and FIRE BRASSES.

And OIL PAINTINGS by Laer, Clark, Thornbury, Salt and other known Artists. ENGRAVINGS, including "THE RULING PASSION," "LAUNCHED IN LIFE," "THE STORMING OF BADAJOS," "A FAIR LEAD," "GOING WELL," "GONE AWAY," "THE DEATH" and many others. A Quantity of Valuable BLACKWOOD, A Grand PIANO, by Broadwood, with EM-BROIDERED COVER. A BILLARD TABLE of Excellent Order, with the Usual APPURTENANCES, by Henderson & Co., &c., &c.

Also: A Collection of RARE PLANTS, Catalogues will be issued. HUGHES & HOUGH, Auctioneers.

Hongkong, 20th June, 1900. [788b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. The Company's Steamship

"NINGPO" Captain Phillips, will be despatched as above TO-MORROW, the 21st instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th June, 1900. [785b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CANTON. The Company's Steamship

"SUISANG" Captain Tadd, will be despatched as above ON MONDAY, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th June, 1900. [786b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. The Company's Steamship

"SUISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 2nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th June, 1900. [786b]

NIPPON YUSEN KAISHA, LIMITED.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA-MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 26th instant, will be subject to rent.

No Fire Insurance will be effected. All ship-damage packages must be left in the Godowns and Notice of same sent to this Office before the 29th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, LIMITED.

Hongkong, 19th June, 1900. [787b]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1900.

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

ABNER CORONA, Amer. ship, Colcord.—Order, CEDARBAKE, Brit. mast bark, R.A. Batcheler.—East Asiatic Trading Co.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
1/2 ST. ESTEPHE, Red Capsule.....	6.96	7.56
C ST. JULIEN, Red Capsule.....	9.00	9.60
D LA ROSE, Red Capsule.....	12.96	13.92
CHATEAU HAUT BRION LAR- RIVET.....	18.60	19.20
CHATEAU MOUTAN D'ARMAIL.....	21.00	22.20
CHATEAU FORTY CARNET.....	25.00	
CHATEAU LA TOUR CARNET.....	30.00	
CHATEAU RAUZY.....	42.00	
CHATEAU LAFITTE.....	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITTE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 20, 1900.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAMS.

THE TROUBLE IN THE NORTH.

THE TAKING OF TAKU FORTS.

THE CASUALTIES.

(From Our Own Correspondent.)

SHANGHAI, June 19th.

7.7 p.m.

The Senior Consul has received a telegram from Taku to the effect that in the bombardment and the subsequent storming of the Taku Forts on Sunday six foreign officers and forty marines were killed and thirty-five wounded.

A telegram to the Shanghai Morning states that the British sloop *Algerine*, the German gunboat *Illis* and a Russian gunboat were badly damaged by the fire of the forts. Seven Germans were killed and two British officers and two bluejackets wounded.

So far the British Consul General, Mr. Pelham Warren, has received no details of the affair.

Received 5.30 p.m. 19th.

Published 5.30 p.m. 20th.

NEWS FROM PEKING.

SITUATION VERY SERIOUS.

KALGAN TELEGRAPH STATION BURNED.

(From our own Correspondent.)

SHANGHAI, June 20th.

9.26 a.m.

Chinese official despatches from Peking, dated 17th instant, state that the situation at the Capital was then considered to be very serious.

Kalgan Telegraph Station has been burnt and the staff has fled towards Mongolia.

Received 9.40 a.m.

Published 5.30 p.m.

BRUNEI.

THE REPORTED ANNEXATION.

THE SULTAN DECLINES BRITISH RULE.

(From our own Correspondent.)

LARUAN, June 20th 10 a.m.

The Straits Settlements yacht *Seabelle*, with the High Commissioner for Borneo, returned direct

from Brunei to Singapore, without calling here.

The relations between the Sultan of Brunei and the High Commissioner, during the visit of the latter, were cordial.

The Sultan, however, politely declines to assent to the appointment of a British Resident to Brunei.

He reiterates that the present system of government is satisfactory, provided the British Consul is impartial and ceases to favourajah Brooke at the expense of Brunei.

He expresses himself as grateful for the offer of assistance from Her Majesty the Queen, which, if sincere, he contends, must take the form of the British Government insisting upon the Limbang District being returned to the Sultan by Rajah Brooke.

Received at 10.45 a.m.

Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

THE SITUATION IN CHINA.

REINFORCEMENT OF THE HONGKONG GARRISON.

LONDON, June 18th.

The Seventh Bengal Infantry has been ordered to Hongkong.

NEW CAPE CABINET.

A new Cape Cabinet has been formed with Sir Gordon Spragg as Premier and Treasurer, and Mr. Rosies (2 Rose-Innes) Attorney General.

PRESIDENT KRUGER'S MOVEMENTS.

President Kruger has removed his headquarters to Alkmaar near Nelspruit.

THE ORANGE RIVER COLONY.

BOERS ATTACK POST AT ZAND RIVER.

REPULSED BY GENERAL KNOX, CASUALTIES.

Lord Roberts wiring from Pretoria 16th instant, says that 800 Boers attacked the British post at Zand River on the 14th. The enemy was driven off by General Knox from Kransdorp. The casualties were Seymour of the Pioneers and two men killed; one officer and eight men wounded.

WEATHER REPORT.

The Observatory report says:—

On the 20th at 11.55 a.m. the barometer has risen in S. China, Formosa and the Philippines. Pressure is high generally in China and Japan, and highest in the latter area. The low pressure trough lies now only over the middle and Western part of the China Sea, probably in about 14° Lat. Gradients slight for N.E. and E. winds in S. China, rather steep with strong N.E. winds in the N. part of the China Sea. Strong S.W. winds in the South of the China Sea. FORECAST—Moderate N.E. winds; fine.

LOCAL AND GENERAL.

The British India Steam Navigation Company has extended its Calcutta-Manila line to Yokohama.

The Archbishop of Canterbury has just told a branch of the Church of England Temperance Society that he intends to be a thorn in the side of every Government that wants him to let the matter of temperance rest.

LORD ROBERTS is stated to be the only man living entitled to wear two Victoria Crosses. One he won nobly, and wears on his left breast; the other—won by his son—he is commanded to wear on the opposite side.

MOST smart women have a fad for collecting. Some give their time and money to the accumulation of lace and china, while others have one particular precious possession that is prized above all other. It is said of Miss Edith Rhodes that she possesses better and bigger diamonds than most crowned heads can boast of, and these have all been given to her by her brother. The choicest of these gems was taken from the famous Wesselson mine at Kimberley.

FILIAL affection and duty are two of the characteristic virtues of the Chinese. A Chinaman scarcely enters his 'teens' before he commences to contribute to his parents' support.

This subject has been dwelt upon at very great length by many writers on China and its people. It is seldom, however, that foreigners get the opportunity of realizing how universal the virtue has become. A man may be a robber and murderer, but he would never be so bad as to forget his duty to his parents.

Of the eleven men who were yesterday found guilty of the crime of armed robbery, everyone turned out, from their statements to His Lordship the Chief Justice, has aged parents alive who are dependent on their good children for a living. It was amusing to notice too how aged the parents are.

The prisoners were asked to give their statements one by one. The first one modestly referred to his parents as being 50 years old and as the interpreter went further down the row, the ages of the prisoners' parents began to increase. The fourth prisoner's father and mother were 72 and 70 years old respectively, and the fifth went as far as 80 years for his parents. The sixth however did not care to go beyond this. He rather preferred to stick to the truth, for his parents were each only 70 years, yet to make his appeal to the jury more "taking" he added his father's and mother's age together to make them look big. The next prisoner did not lay much stress on his parents' ages, but he referred to his Lordship as the "parent of the public." We are afraid this compliment failed to influence the sentences.

A HOME paper announces that: "A Holloway woman has died from taking 150 pills." The heading of the paragraph is, "In a Nutshell."

TO-DAY, being the anniversary of the accession of Her Majesty Queen Victoria, the warships in harbour were dressed and a royal salute was fired at noon.

DR. LEYDAS has disappeared entirely in Europe since things have been going less well in his country. Influenza (diplomaticus) is said to be again on the increase in several places on the Continent.

200,000 men in the field consume in six months 16,000 tons of preserved meat; 16,000 tons of biscuit, 170 tons of tea, 4,000 tons of sugar, 140 tons coffee, 4,000 tons of jam, 500 tons of salt, 30 of pepper, and 8,000 of vegetables.

With reference to the proposal to grant increased allowances to the relatives of private soldiers killed in battle, the Government are being urged to consider the wisdom of avoiding lump payments to widows, and substituting annuities.

The Chaggs Research Scholarship of £300 per annum has been awarded to Mr. G. C. Low, of the London School of Tropical Medicine. He will accompany Mr. Chamberlain's expedition to study malaria in the Roman Campagna, and will subsequently proceed to the West Indies.

ADMIRAL SEYMOUR REACHES PEKING.

The military Authorities have, we learn, received a telegram to the effect that Admiral Seymour has reached Peking. The wire, however, fails to state how many troops are with him and it is rumoured that he has only been able to get through with two hundred men.

THE BOXER TROUBLE.

There is a rumour in town to-day to the effect that Boxer meetings are being held at Sam Chun, the town just across the new frontier which was occupied by General Gascoigne and afterwards foolishly surrendered by the Dowager Empress. So far we have been unable to substantiate these reports, but it is a significant fact that extra police are being drafted to the stations contiguous to the frontier of the New Territory. Should trouble arise in the Hinterland the folly of the retrocession of Sam Chun will be amply demonstrated.

We learn that a private telegram has been received in the Colony announcing the entry into Peking of the Peking Relief Force under Vice-Admiral Sir E. H. Seymour. This will at least save the Legations and the lives of the foreigners, we trust, and their many friends in Hongkong and the coast ports will have a great weight of anxiety lifted from their minds.

Up till the time of going to press there was no news of any of the warships now in port being ordered away, the Naval Authorities having received no orders on the subject. H.M.S. *Pique*, conveying the destroyer *Otter* from Singapore was expected to-day but so far neither of the vessels have put in an appearance. They have most likely been delayed by heavy weather. H.M.S. *Bonaventure* has taken in six months' stores and was coaling until about four o'clock this morning. She is now ready for sea at five hours notice. H.M.S. *Rosario* is also coaled and ready, and having Belleville boilers she can leave at very short notice.

In case of emergency the gunboat *Redpole*, which is being kept under steam, can leave at a moment's notice.

H.M.S. *Terrible* is expected to reach Taku to-day and the *Hinang* to-morrow.

We learn that H.E. Li Hung-chang, the Viceroy of the Two Kwangs, is expected to arrive here to-morrow from Canton en route for the north, he having been suddenly recalled in connection with the Boxer troubles.

The Chinese fear that the departure of Li Hung-chang from Canton will be the signal for the Boxers making their appearance in that city. This being the case it is to be hoped that the Naval Authorities will see their way to sending a sufficient force to Shanghai to ensure the protection of foreigners lives and property. The unprotected state of the Shanghai has already become a subject of comment, and surprise is expressed in many quarters that no British gunboat has been sent up for the protection of the settlement. It would be foolish to wait until rioting actually commences before taking precautions. It is too much like tempting providence.

It is said in Canton that Li Hung-chang is taking north a large stock of arms which he has collected in Canton. He is expected to leave in the *Kwang Lee* but, as yet, the date of his departure is uncertain. It is expected that she will sail either to-morrow or the day after.

It is said in Canton that the commander of the Bogue Forts has received orders to fire on any foreign warship that may attempt to pass.

It was stated in Canton yesterday that the French and American Consuls had telegraphed for gunboats. Upon enquiry at the respective Consulates here we were informed that nothing was known of the matter as such telegrams would be sent direct to Saigon and Manila.

The Canton silk dealers report business to be getting more brisk and as all was quiet in the City this morning it looks as though there was no immediate trouble impending, still, we think it would be as well to have one or two ships lying off the Bogue Forts.

The Russian gunboat mentioned in our Shanghai Correspondent's telegram as having been badly damaged by the fire of the Taku Forts is in all probability the *Korietz*, Captain Silman, mounting 11 guns, as our Tientsin Correspondent mentions her as having been in the inner anchorage at date of last advice.

The *Algerine* is a sloop of 1050 tons, mounting six 4 in. guns. Her officers are:—Commander—Robert H. J. Stewart. Lieutenant—Arthur S. Chambers, George Duncan, and Sydney Robinson. Surgeon—James W. W. Stanton. Engineer—Arthur F. White. Assistant Paymaster in Charge—Herbert J. Hargrave. Gunner—Ernest G. Courtis.

The German gunboat *Illis* is a vessel of 70 tons. Her Officers are:—Commander—Capt. Lans. Lieutenant—Kühne, Hoffman, Walfenstein, Hoffman, Hippel and Neger. Engineer—Nelles. Surgeon—Münster. Sailing Master—Koslik.

THE TRANSVAAL WAR FUND.

We have received the following for publication:—FROM THE LORD MAYOR, LONDON, TO THE GOVERNOR, HONGKONG.

The Mansion House, LONDON, April 30, 1900.

Sir,—I have to-day received through the Hongkong and Shanghai Banking Corporation the final instalment of £7,309 11s. 8d. of the subscriptions raised among the Community at Hongkong for the Transvaal War Fund, making with the first, a total of £14,809 11s. 8d. I shall be grateful to Your Excellency if you will kindly take an opportunity of conveying to the donors my sincere and cordial thanks and of assuring them that their manifestation of their sympathy to the sufferers by the War has been greatly appreciated in this Country.

I have, etc., (Sd.) ALFRED J. NEWTON, Lord Mayor.

His Excellency Sir H. A. Blake, G.C.M.G., Governor of Hongkong.

BRITISH TROOPS FOR CHINA.

The military authorities have received telegraphic advice from India to effect that the 1st Bengal Lancers, 1st Madras Pioneers, 22nd Bombay Infantry, 24th Punjab Infantry, 1st Sikhs and 7th Bengal Infantry have been ordered to China. In addition to this force a Company of Engineers and a field battery, both English, are to be despatched. Two of the regiments are to do garrison duty and the rest of the force is destined for the Yangtze Valley. The troops should reach here in about three weeks time.

THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

(Continued from yesterday.)

Friday, 23rd.—The losses were heavy for the ground gained. They must have been 300, and included Col. Wynne, the Brigadier of the Lancashire. Col. Kitchener now took his place and the firing line was re-arranged. This morning early the two 4.7 naval guns, two more 12 pounders and the four 5-inch guns were posted among the kopjes, every inch and range of which the Boers knew—the R.F.A. and howitzers were further in front of them. Very soon the long range guns were engaged in a duel with the Boer guns which, if left alone, would have harassed the troops and the R.F.A. far more than they were now able to. The idea was to advance with our right on the railway and bore through the defence line at Terrace Hill. Therefore, when not engaged by the Boer guns, all available guns bombarded Terrace Hill. A 4.7 platform gun was now mounted at Gun Hill, and with the 6-inch helped to keep down the Boers' guns' fire. They had at least three 45 pounders, a dozen 12 or 15 pounders and several small guns—all long range, besides, of course, pom-poms and some of the guns of short range they had got from Colono. At 12.30 Hart's Brigade, supported by part of Norcott's moved off to take Terrace Hill. The usual pattern of musketry was going on all along our line, accompanied by the deeper din of the artillery. For about a mile Hart's men moved along the railway, and were apparently unnoticed. The Inniskillings led. No Boers were visible on Terrace Hill, or at any rate very few; but the few we caught sight of were all moving the same way, namely to reinforce it. The moment the infantry column approached the bridge over Onderbrook Spruit, they lost their friendly cover, and the patter of musketry leapt into a loud rattle. No longer was the skyline of Terrace Hill empty; it was the skyline of a determined man who steadily shot for all they were worth. And unseen pom-poms were at work too, so that Hart's men had a gauntlet to run indeed. 60 men went down here, before they had got near the place they were going to attack. Of course, directly the Boers showed up they drew a heavy artillery fire on themselves. There was a kopje to carry before they got to the spur of Terrace Hill, up which the attack was to go; in fact they now had to fight their way along. But at 4 o'clock the two leading battalions were ready and General Hart ordered the attack. It was nearly sunset before they were up to the top, where cover ceased, and 400 yards back from the edge rose the entrenched kopje, which it was intended to capture.

The moment they emerged on to the top and began their rush forward, they came under a terrible fire from Railway Hill—their front, and left front. Very few ran far. The small remainder dropped and fired where they were, and got back to cover when they could. It was heart-breaking to watch. It was clearly impossible for them to make any headway; rifle fire came from all sides, and, in spite of the artillery, from the crest of the kopje as well, the attack had failed. Other companies renewed it in the falling light, but they too were driven away, as they went forward. Two battalions, three Major's, twenty-eight other officers and over 550 men had fallen. The night came on. Still the unsteady splutter of rifle fire went on; and now the guns and their escorts in the kopjes, freed from the strife of shell, began to enude a steady sniping, which, bursting into an occasional roar, ran all along the front.

Saturday, 24th.—At daybreak the artillery recommenced on both sides. It was seen that Hart's men had in the night put up lines of sandbags, so that they might hold to their position near the top of the hill. But the Boers sent small parties round the wooded broken slopes to the left front, and the chosen place became untenable. Hart's men were retired, and later in the day their sandbags were occupied by the Durham Light Infantry; their flanks now protected by flanking parties. Still the killed and wounded lay out on the top of Terrace Hill. During yesterday's attack our line had been pushed forward a little on the left, but not much. There was no infantry movement to-day. A steady fire was kept up from both guns and rifles. This was no rear-guard action; it was an impasse. Something else must be tried. And it was decided, while holding out present firing line, to withdraw our reserve battalions and guns south of the river, and if possible entrench the Boer lines, and prolonging our line to the East, recross the Tugela there and go right round the flank of the enemy's position at Pieters. Thus we should take Pieters or Three Knoll Hill first, then Railway Hill, and finally Terrace Hill, and so prepare the way for an advance along the Pieters-Ladysmith Road. Four naval 12-pdrs. were sent across at once to Monte Christo.

Sunday, 25th.—These movements were commenced last night. In the day the guns were brought down to the pontoon, and at dawn on Sunday they and the Mounted Irregulars, and Kitchener's Brigade filed across. The Springfield force was now called in. There was no firing to-day by a mutual agreement, and the wounded on Terrace Hill were at last attended to. The two platform 4.7 guns were ordered out from Gun Hill to the Hangwhani plateau. By noon the wheeled 4.7 guns were in place.

but hidden, close alongside the four naval 12 pdrs. Four more 12 pdrs. were well up the northern spur of Monte Christo.

Monday, 26th.—And two platform 4.7 guns were being placed on the part of Hangwhani Plateau between Downmans and the falls; the four 5-inch guns and the howitzers were to the westward of these, and the R.F.A. was distributed along the edge of the same plateau. Rifle fire recommenced at 8 p.m. last night, but the Boers were apparently only ascertaining whether or no we still held to our old firing line, and when we replied they ceased. All Monday was passed in desultory rifle and shell fire. The powerful naval guns with the western naval guns on Hangwhani were used a good deal as an observing station by General Buller and his staff, and we were able, by their means, to help to keep him well informed of the Boer's doings and the doings of our own units. Colono's kopjes were now garrisoned by General Coke's Brigade and two naval 12-pdrs. A pontoon bridge was now laid across the river, the river in the morning, just below the falls. Kitchener's Brigade still held fast on the advanced low kopjes on our left. Hart's men still held to their positions about the slopes of Terrace Hill and the adjacent gorges of the river. Barton's Fusiliers Brigade, Kitchener's Lancashire men and Norcott's Rifle Battalions were all ready to cross the moment the pontoon was placed; and the cavalry were ready to move directly they got their orders.

Tuesday, 27th.—The morning began, by the throwing of the pontoon bridge, across this Barton's Brigade at once began to cross and file away to the east along the river bank. The big guns opened fire at about 7.0 a.m., and as the field guns joined in, the noise of the bombardment gradually swelled. Some were shelling the trenches and rifle pits, and others, the longer range naval guns, engaged with the Boer Artillery.

AT THE MAGISTRACY.

A CHEQUERED CAREER.

This morning an American Ex. Army officer named R. K. Cramer was brought up on remand before Mr. Hazeland on three separate charges of obtaining money under false pretences. The case was first heard on Monday but at the prisoner's request a remand was granted till to-day to allow him an opportunity of drawing up a statement.

It appears that this is the same person who has been doing an extensive business in fleecing people for sums of money, not only in the Colony but in Macao and Canton. The persons from whom he had managed to get money, when they found out how they had been "done," did not care to take proceedings against him, being naturally reluctant to show how innocently they had been deceived. This presumably encouraged Cramer to still carry on his little game, but on Saturday night he carried it too far. It seems that he went into the German Club and tried to obtain a loan of money on the pretence that he had come over from Kowloon and had forgotten his pocket book—rather a bad habit of his. He stated to Mr. Hubbs of Messrs. Lums, Wessner and Co. that he wanted to go to the Peak and solicited a loan of \$5. This amount not being forthcoming, he said one dollar would suffice. This made Mr. Hubbs suspicious so he communicated with the police and Sergeant Terrett was sent down to arrest the culprit. On reaching the Club, Sergeant Terrett found that "the bird had flown" but hastening down to Peddar's wharf he captured him just as he was about to step into a sampan.

To-day he pleaded guilty and made his statement. He omitted to mention that he had had judiciously for grossly unbecoming conduct. He stated that his father was at present a police court judge in New York. He himself, on graduating from college had been appointed reporter on the Philadelphia Times and had succeeded so well in his profession that he was promoted to sub-editor and finally to manager of that journal. He then joined General Wheeler's Staff as Aide-de-Camp and distinguished himself so well in the Philippine War that he was appointed Provost Marshal at Manila. He had always led an upright and honourable life and now pledged his word of honour that the amounts which he had borrowed to tide him over his temporary difficulties would be refunded as soon as he received money from America. He belonged to several important societies and organizations in the United States, had been a lieutenant-colonel in the Georgia State Volunteers, and Vice-President of the Press Association.

His Worship said that he regretted to see a man like the prisoner, who had evidently been a gentleman, in such a position, but he had committed a serious crime. Taking into account that he had pleaded guilty, he would deal lightly with him and sentence him to two months' imprisonment with hard labour on each count, or six months in all.

A Packer at Jardine's Bazaar, for stealing eight cents worth of sugar, was sentenced by Mr. Hazeland to two months' imprisonment with hard labour.

An inquest was held this afternoon on the death of a Chinaman who was killed by the fall on the 20th ult. of a house which was being rebuilt.

The young lad who was arrested last week for going round houses and representing that he was under the employment of The Water and Gas Companies to test the water, thereby receiving small sums of money was to-day discharged. Mr. Hazeland said that on account of the prisoner's age, he did not care to send him to prison as imprisonment would do anything but improve him. His only regret was that there was no Reformatory to which he could be sent. He bound him over for a personal bond of \$50 to come up for sentence when called upon.

A WONDERFUL RIFLE.

An Italian military journal *L'Ufficiale in Congedo*, gives an account of a perfected automatic rifle invented by Captain Cei-Rigetti, of the Italian army, and recently exhibited by him to the officers and garrison of Brescia. The chief feature of the weapon is the employment of a part of the gas generated by the discharge of each cartridge in working a rotary cylinder which extracts the empty cartridge case and automatically recharges the weapon from the magazine. The mechanism is said to be extremely simple. A tiny hole is bored in the barrel of the rifle near the muzzle. Through this hole part of the gas escapes into a chamber placed below. At the end of the chamber lies the rotary cylinder which, turning upon itself under the pressure of the gas, opens the breech and allows the gas to eject the empty cartridge case, the place of which is then taken by a fresh cartridge from the magazine. Apparently the breech is closed by some spring action, though this is not expressly stated in the description. The closing of the breech seems to move a small part of the gas from the new cartridge, a detonator, which fires the discharged cartridge being used to eject the discharged cartridge and fire a third. This automatic operation is repeated as many times as there are cartridges in the magazine. Captain Cei has arranged his ammunition in clips containing from six to 25 cartridges, to be used according to the kind of firing desired, that is, according to the conditions of naval or offensive or defensive land warfare. At Brescia, Captain Cei fired as many as 15 shots per second, each having a muzzle velocity of 700 metres per second without altering his aim or taking the rifle from his shoulder. An advantage of the Cei rifle seems, indeed, to be that the action of the ejector is such as to obviate the necessity of lowering the weapon and taking fresh aim after each discharge. This applies also to slow and deliberate firing, which can be obtained by means of an interrupting lever. When automatic fire of the most rapid description is desired the trigger is pressed once, and all the cartridges in less than two seconds, the detonations following so rapidly upon each other as practically to leave the muzzle 50 yards behind each other. The employment of gas to increase the rapidity of fire has already been introduced by Captain Cei into Italian automatic quick-firers. As far as can be ascertained, in no way affects the efficiency of the fire or the range of the rifle. The mechanism for rifles consists of four parts, which are stated to be easily applicable to existing magazine weapons such as the Mauser, but without greatly increasing their weight. The invention has been patented, and a patent bought by an Italian company—S. C. Verrini.

LABUAN NOTES.

(From Our Own Correspondent.)

LABUAN, June 6th.

The Rajah's expedition has returned, and although a glowing account of the same appears in the *Sarawak Gazette* of the 1st inst., anyone a little versed in local affairs can read between the lines and see that it was not such a brilliant affair. Officially they must of course make some sort of show, but privately we know that he was obliged to cry halt, in order not to incur the displeasure of the British Government. You will notice from Rickett's diary that they suddenly returned on the 17 May, the very same day the Consul went off in hot haste from here to Brokelton, having the previous night put off his journey to Sandakan, owing to a telegram received. So you see some good has been done by the publicity you have been the means of giving to a thing they hoped to do entirely on the quiet, and add more territory to the Rajah's already sufficiently large domains. As a matter of fact, the diary proves that a few wayfarers were shot down and their houses burnt. The people of the district went over en masse into Dutch territory, whose government have secret agents here to inform them of all that goes on. This I know from ocular proof, as I have forwarded letters which the senders, Malay's of standing, would not entrust to the local post office. The Rajah has no more right to the Trusan Hinterland, and in fact to Trusan itself, than you have. He usurped that territory owing to the carelessness or neglect of our consul, and his disregard of the Sultan's protests. After it was all done, the British Government, to avoid any bother, quietly let the matter slide.

Had the Sultan had an energetic defender, the thing would never have happened, and the Rajah would have had to disgorge. The same thing occurred with regard to Limbang; even the present Consul here, who is a great friend of the Rajah's, told me it would never have happened had he been here at the time, but that it was no use stirring up the question again. That the Rajah is not yet quite secure of the sovereignty of the e territories, which has never been officially recognised, you can see in the official *Sarawak Gazette* of 1st June, in the proceedings of the Supreme Council held on the 10th May ulto, promulgating an order dealing with itinerant traders, which order is to apply to all the territory of Sarawak with the exception of the Brokelton, Limbang and Trusan districts. We will allow that the Trusan and Limbang districts are, now under the Rajah's rule, and had better be left so, but I think the Rajah should be restrained from encroaching any further on the Sultan's territory or exercising coercive jurisdiction in Brokelton (Muara). If we have made a solemn treaty with the Sultan guaranteeing his independence, it is our bounden duty to keep it, or otherwise how are the white race to be respected? There is nothing whatever the matter with Brunei; it is a peaceful place, and crime is decidedly less than in our own colonies of Hongkong and Singapore, and this wretched hole of Labuan and the Chattered Co's territory. A preconceived system of defending Brunei and its rulers has intentionally been propagated by the Rajah's sycophants, in order to create an excuse for interference, utterly unwarranted, and the Residents of Trusan, Limbang and Brokelton have duly carried out this policy, simply because they have been judge, jury, plaintiff and defendant all at the same time.

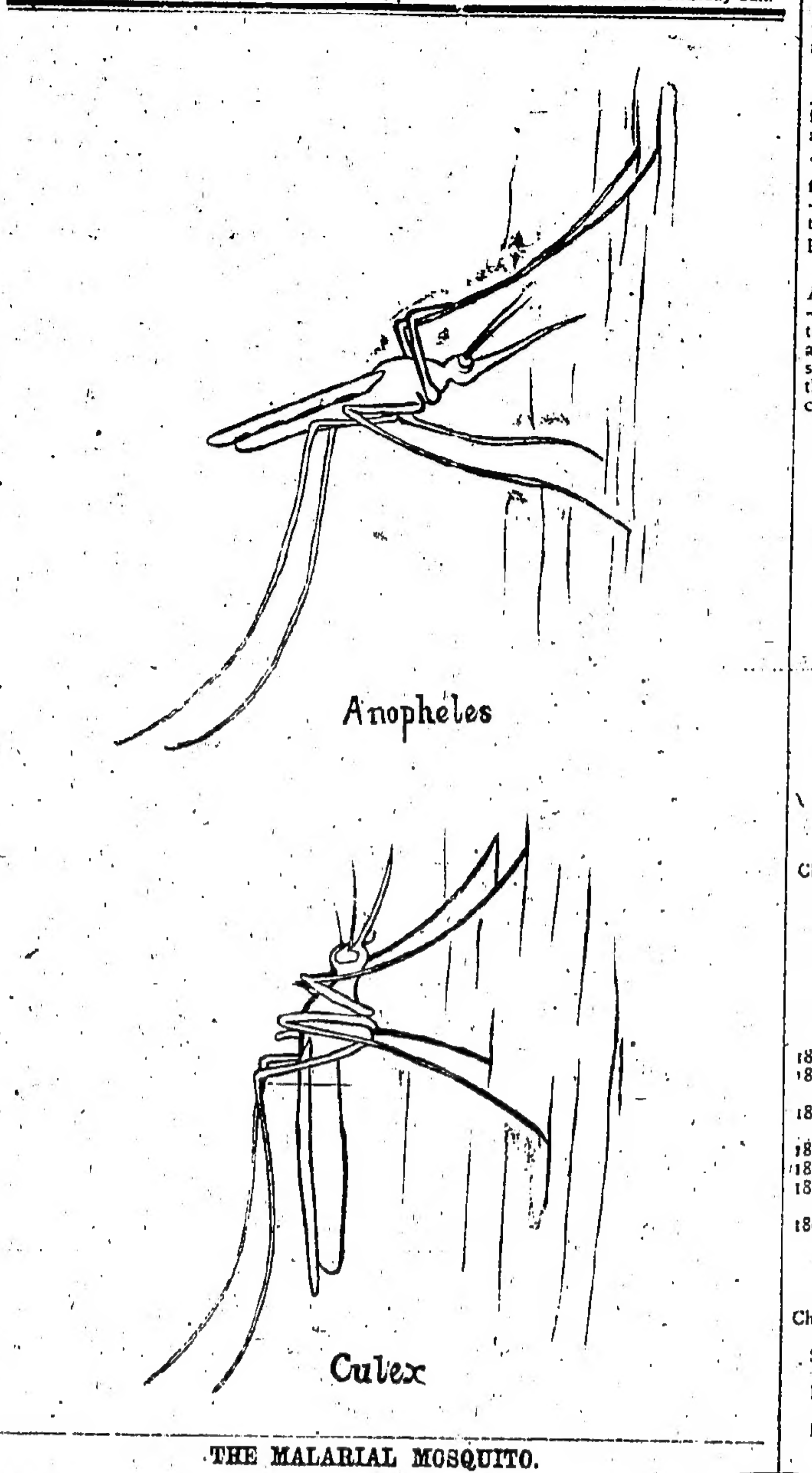
They were at liberty to invent whatever came first into their fertile brains, knowing full well there was no European living near able to contradict them, or even if there were, their official position allowed them a certain impunity, especially to give the usual official denial. Imaginary grievances of individuals unknown in Brunei, and even the commonplace murder, have not been wanting to complete the job. Then a "chick among them taking notes" is naturally unpleasant and upsets their apple cart; consequently the invective of the leading article in the *Gazette* of 1st June is not surprising. The account given by me is the truer version, and not the official cut and dried, and this is where the shoe pinches. The officials of any State never like the naked truth, as you know perfectly well. I do not find fault with the Rajah's rule; quite the reverse; I consider his the best governed country of the Far East, but like all other things it is not perfect. Many of the benefits supposed to be conferred upon the natives are quite gratuitous; still, if Brunei has to go at any time, it is better for the whole of it to go to the Rajah rather than an inch of its territory should fall into the hands of this grasping, wicked, and unscrupulous Chartered Company. But I do not believe in a big nation gobbling up all the small ones, the latter are necessary to maintain a proper equilibrium of power, otherwise if we are to have only two or three large powers in the world with all mankind vassals to them, it may become necessary at no very distant date to fight for the rights of mankind again, and the scenes of the closing years of last century and commencement of the present repeated. We have instances in America in the Trusts and Monopolies where a few capitalists are trying to enslave the rest of the people, yet so blind are the general public that they fall into the trap like cockroaches. The same thing is happening elsewhere, under the false name of Imperialism. Brunei should be upheld as a buffer state and allowed to work out its own salvation without further encroachments from anybody. It were better so; then neither the Rajah nor the Chartered Company can get at each other.

You got a little at sea re my telegram about "organizing affairs" at Muara. However my letter of 15th May will have put matters right. I said in telegram *repetition* was organized at Muara, and whichever way we likes to put it, this is an illegal act, a breach of international law, a violation of our treaty with the Sultan, and contains the latter's sovereign rights. Rajah Brooke bought the coal concession of Brunei from Mr. Cowie, who held them from the Sultan; the Rajah therefore is there simply as a private individual, paying \$1200 per annum royalty. He ought to work the mines simply, and has no authority whatever to exercise sovereign or territorial jurisdiction. Muara, none the less for being a coal concession, is an integral part of Brunei, at the very doors of Brunei river. The Rajah, without permission, has placed a "resident" there, and has established Civil and Criminal Courts. He should be made to climb down by the protecting power. He defies the authority of the Sultan, and will not allow him to fly his flag there, and the Consul here, it is said, has hitherto torn up the protests of the Sultan, and not forwarded them; but I intend to have this business thrashed out at home. The way the editor puts the thing in the *Gazette* is absurd. Of course he owns the colonies (for 99 years) the Sultan, but he is silent on the point of the Sultan's approval of territorial jurisdiction, which the Sultan never has and never will agree to, unless by force, and England is in duty bound to uphold the Sultan's authority; and not allow the Rajah to usurp it, especially as there is no excuse whatever for doing.

They deny any expedition from Baram; as this is Sarawak territory they can do this at

will with a great deal of success, especially as they want to draw a veil over these proceedings, reflecting little credit on the Rajah. I have it on the authority of some of the Rajah's own men who were there. From the diary of Rickett you will see the Dyaks he took he acknowledges were unruly. What do you think those that went on their own hook from Baram were capable of? Probably their numbers may be exaggerated, but that a number went is beyond doubt. Possibly they went without the direct permission of the Rajah. You who know Borneo are aware these fellows are the "black flags" of Borneo, and capable of anything when let loose, on plunder.

By the bye, I see the Rajah trying to keep his subjects in the country by imposing a passport system with a tax of \$5 per head on those who wish to go, which will be virtually prohibitive to the mass. Whether the expedition was commanded by Ricketts or Rajah Muda is immaterial. Rajah Muda as the Rajah's son was of course the principal personage. Reports reach us that round about Sulu things are very unsettled. The Yankees are exasperating the natives. You will have observed that the Governor of the Straits Settlements is paying attention to the Sultan of Sulu. The latter was at the birthday ball.



THE MALARIAL MOSQUITO.

The following interesting description of the two mosquitoes *Anopheles* and *Culex*, is taken from a paper by a correspondent on the Malaria Expedition to Sierra Leone.

Anopheles is the malarial species. "First of all it must clearly be understood, that genus *Anopheles* differs much from genus *Culex* in the adult, in the larva, and in habits. In the second place it is no less important to note that anyone, even the most ignorant native can easily distinguish between the two kinds if told how to do so. The principal zoological difference is, of course, that in the female *Anopheles* the palpi are long, whereas in the female *Culex* they are short; but this will not be of much assistance to the public. Fortunately there is a more striking difference—in the attitude which the insect adopt when seated on a wall. The rough sketches herewith will suffice to show this.

Hence any one who looks at a mosquito when it is seated—the time when it is best seen, of course—can tell at a glance to which genus it belongs. Popularly described, the tail of *Anopheles* is said to "stick outwards," while that of *Culex* points downwards, or even a little toward the wall. In short, *Anopheles* when seated, looks somewhat like a thorn affixed on a surface by the point. In *Anopheles* the proboscis is directed towards the surface on which the insect is seated, and it is directed parallel to that surface.

Another striking difference is that in *Anopheles* the wings generally have several dark spots along the anterior edge, while in *Culex* the wings are generally plain. A third difference is that in *Anopheles* the proboscis appears peculiarly thick and long, giving the insect a pelican-like appearance. This is due to the palpi being held close to the proboscis. *Anopheles* vary much in colour—from a light fawn to a dark greenish-black. Individuals vary in size too, from about 3 mm. to 5 mm. in length, (3 inch to about 3/16 inch) not counting the proboscis. The local species seem to bite at night, and are to be found asleep on the walls during the daytime.

So much for the adult *Anopheles*. I think anyone will be able to recognise them from the description. Needless to say, there is danger of malaria wherever *Anopheles* is to be found in houses, barracks, and hospitals. As regards larvae also, *Anopheles* differs largely from *Culex*. *Culex* larvae always have breathing tubes close to the tail fin. When a *Culex* larva comes to rest at the surface of the water, the point of the breathing tube is thrust upward into the air, and the larva thus hangs head downward, suspended by its breathing tube, as it were. The *Anopheles* larva have a very important difference, when enables anyone to recognise them at a glance—they have no breathing tube, and when at rest, they do not float head downward, but lie flat on the surface like sticks. Instead of the breathing tube there are merely two respiratory apertures near the tail, so that the *Anopheles* larva is apparently compelled to adopt the horizontal position when at the surface. There is another important difference. *Culex* larvae, when disturbed, immediately wriggle down to the bottom of the water. On the other hand, *Anopheles* larvae can move not only in this manner, but with a few rapid jerks along the surface; indeed, this seems to be their more common kind of progression.

unless much disturbed, when they sink to the bottom. These details, trifling as they may appear to be, are probably of first importance as regards tropical sanitation, because it follows that pools which contain flat-floating surface-moving mosquito larvae may be considered to be foci of malaria. As anyone can distinguish these peculiarities after once having seen them, they are by no means to be despised.

We now approach the all-important subject of the habits of the *Anopheles* larvae. What kind of water do they live in? Where may we expect to find them? May we hope to destroy them on a large scale?

Culex larvae live everywhere in warm countries—in almost every pool, tub, well, cistern, broken bottle, empty sardine tin, or anywhere where a little water lodges. It must be observed, therefore, that the sources of *Culex* cannot well be removed by drainage of the soil, being dependent more on slovenly domestic arrangements than on anything else. In fact, the common species of *Culex* are essentially domestic animals. Neither are they very dependent on rain; sloop-water, drains, garden tubs, etc., being found at all seasons. Now, as *Anopheles* has pointed out, malaria is amenable to drainage, and is largely influenced by the rainfall, while its distribution is very local and not nearly so general as that of at least the commoner species of *Culex*. Hence his inference that malaria depends on a kind of mosquito which breeds, not in pots of water, but in puddles on the ground, is essentially a pot-breeding mosquito; *Anopheles* is puddle-breeding—or even a stream-breeding mosquito.

It is best to begin with a list of the places in which *Anopheles* larvae are not found—at least generally. These are: (1) Very evanescent rain water puddles; (2) puddles free of green weed, fungus, or algae; (3) puddles in watercourses and other localities which are apt to be scoured out by heavy rain; (4) large pools which do or may contain minnows; (5) rapid streams, drains, or runnels; (6) Wells, cisterns, pots, tubs, etc. This list is a long one, and evidently excludes most collections of waters. On the other hand, the larvae are often—or indeed generally—found in: (1) small, slow runnels flowing on soil and containing algae (green, flocculent waterweed); (2) small puddles containing algae, and frequently replenished by the overflow during rain of the above; (3) stagnant and fairly permanent collections of rain water containing algae or green fungus, and not capable of being scoured out during rain. From a practical point of view, the observations just given are important, because they enable us to avoid draining a whole-malarious area, a thing which few towns in the tropics can afford; and, by teaching us how to indicate with scientific certainty the precise foci of malaria, enable us to reduce the cost to a minimum by dealing only with the actually dangerous spots.

I understand that experiments with oil are shortly to be made. It has been found that *Anopheles* larvae, owing probably to their floating flat on the surface of the water, are killed very rapidly by kerosene oil.

P. S. The following experiment has just (Sept. 21st 1899) been completed: A drachm of kerosene oil was poured on a puddle about a square yard in area. All the *Anopheles* larvae were found dead after the hour.

THE PLAGUE.

Cases reported to 19th instant 637
Do. do. during past 24 hours... 6

Total... 643

Deaths reported to 19th instant 577
Do. do. during past 24 hours... 7

Total... 584

SHIPPING REPORTS.

Capt. T. Ogata, of the steamship *Maiduru Maru*, from Tamsui, Amoy and Swatow, reports:—Cloudy weather with moderate breeze and sea.

Captain P. T. Helms, of the steamship *Australian*, from Kobe, reports:—Experienced fresh to moderate N.E. winds, cloudy weather and rough sea.

Captain E. J. Tadd, of the steamship *Suisang*, from Calcutta, Penang and Singapore, reports:—From Singapore to Paracels strong W.S.W. to S.W. winds and sea with squalls, thence to port strong N.E. winds and sea, fine and clear.

Capt. F. W. Joslin, of the steamship *Kong Beng*, from Bangkok, via Koh-si-chang, reports:—Koh-si-chang to Cape Padaran strong Westerly wind, heavy squalls and much rain with a high confused sea. Padaran to Paracels strong S.W. winds and dull gloomy weather, thence to port strong Northerly wind and high confused sea. Mean Bar 29.80.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1895.

Barometer 29.764
Thermometer 82.7
Humidity 83.0
Rainfall 16.496

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. 10 p.m.
Barometer 29.87 29.79
Temperature 82 80
Humidity 63 70
Rainfall 70

TO-DAY.

Wednesday, 20th June, 1900.
Chinese—24th of 5th moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 18min.
Sets 6hr. 45min.
Moon—Last Quarter 5hr. 37min. a.m.
High water—Morning 2hr. 18min.
Afternoon 2hr. 39min.
Low water—Morning 5hr. 37min.
Afternoon 6hr. 09min.

ANNIVERSARIES.

1837—Accession of Queen Victoria.
1867—Russian-America purchased by the United States.
1891—Attack on mission premises at Hamen city.
1896—Madagascar declared a French Colony.
1897—Reign Thanksgiving Day.
1898—Russia stopped Chinese warships from entering Port Arthur.
1899—Shanghai Reports that Italian claims will be allowed to drop.

TO-MORROW.

Thursday, 21st June, 1900.
Chinese—25th of 5th moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 18min.
Sets 6hr. 45min.
High water—Morning 2hr. 50min.
Afternoon 3hr. 45min.
Low water—Morning 10hr. 37min.
Afternoon 6hr. 50min.

ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.
1870—Massacre at Tientsin.
1895—Opening of the Elbe and Baltic Canal.
1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.
1899—Fire at 205 Queen's Road Central \$3,000 damaged.

AGENDA.

TO-MORROW.
4 p.m.—C. M. S. N. Co.'s steamer *Esmeralda* leaves for Manila via Amoy.
4.15 p.m.—Meeting of the Sanitary Board.
5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.
Cargo ex *Trieste* subject to rent.
FRIDAY, 22nd.
Noon—N. Y. K. steamer *Hirashima Maru* leaves for Bombay via Singapore and Colombo.
4 p.m.—C. M. S. N. Co.'s steamer *Kureiyang* leaves for Cebu and Iloilo.

SHIPPING AND MAIL NEWS.

MAILED DUE.
English (*Valletta*) 22nd inst.
American (*City of Peking*) 25th inst.
German (*Stuttgart*) 27th inst.
German (*Oldenburg*) 27th inst.
American (*Gallic*) 4th prox.
American (*Hongkong Maru*) 12th prox.

The N. P. S. Co.'s steamer *Memoudshirre*, arrived at Portland on the 18th inst., from Japan and Hongkong.

The N. P. S. Co.'s steamer *Argyll* sailed from Portland Or. left Kobe for Hongkong on Sunday, the 17th inst., and is due here on Friday, the 22nd inst.

The N. P. S. Co.'s steamer *Glenogle* from Tacoma Or. left Moji for Hongkong yesterday, the 19th inst., and is due here on Saturday, the 23rd inst.

The N. Y. K.'s steamer *Futami Maru*, (Australian Line) left Kobe, via Moji and Nagasaki for this port yesterday, the 19th inst., and is expected to arrive here on the 26th inst.

The O. & O. S. S. Co.'s steamer *Doric*, with Mails &c., which left hence May 23rd for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Monterey* at Kowloon Dock.
U.S.S. *Oregon* " " " "
H. M. S. *Swift* " " " "
H. M. S. *Hart* " " " "
Changsha " " " "
Freiburg " " " "
Chungking " " " "
America Maru " " " "
Goodwin " " " "
Tam O'Shanter " " " "
Atlanta " " " "

Shipping.

Arrivals.

SUISANG, British steamer, 1,725, E. J. Tadd, 19th June, Calcutta 30th May, Penang 9th June, and Singapore 13th June, General and Opium.—Jardine, Matheson & Co.
TAI CHEONG, German steamer, 1,491, L. Laver, 19th June, Hongkong 16th June, Coal.—Meyer & Co.
CHINKIANG, British steamer, 1,241, J. Vaughan, R.N.R., 19th June, Canton 19th June, General.—Butterfield & Swire.
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 20th June, Kobe 15th June, General.—Gibb, Livingston & Co.
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 20th June, Moji 14th June, General.—Nippon Yusen Kaisha.
KONG BENG, British steamer, 862, F. W. Joslin, 20th June, Bangkok 12th June, via Koh-si-chang 13th June, General.—Yuen Fat Hong.
SRONG LEONG, British steamer, 1,278, J. P. Sharp, 20th June, Singapore 13th June, General.—Chinese.
CHUNGANG, British steamer, 1,419, E. J. Buller, 20th June, Canton 20th June, General.—Jardine, Matheson & Co.
MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 20th June, Tamsui 17th June, Amoy 18th, and Swatow 19th, General.—Mitsui Bussan Kaisha.
GLENSHIRE, British bark, 869, A. E. Burn, 20th June, Kobe 29th May, Ballast.—Order.

Cleared at the Harbour Office.

Sandakan, British str., for Sandakan.
Telaros, German str., for Saigon.
Wittenberg, German str., for Yokohama.
Choyang, British str., for Shanghai.
Kear Linn, British steam-launch, for Macao.
Stam, Danish str., for Shanghai.
Chowai, German str., for Swatow.
Kongkang, British str., for Canton.
Cantonbank, British 4-masted bark, for Portland.
Deuteros, German str., for Tournon.

Departures.

June 20, *Loonggang*, British str., for Manila.
June 20, *Memoudir*, British str., for Manila.
June 20, *Sungliang*, British str., for Manila.
June 20, *Chowai*, German str., for Swatow.
June 20, *Haiting*, French str., for Hoihow.
June 20, *Aperade*, German str., for Haiphong.
June 20, *Glenogle*, British str., for Shanghai.
June 20, *Sandakan*, British str., for Sandakan.
June 20, *Pierhus*, British str., for Singapore.
June 20, *Albanga*, German str., for Singapore.
June 20, *Chinkiang*, British str., for Taiwanfoo.
June 20, *Wingsang*, British str., for Canton.

Passengers—Arrived.

Per *Hirashima Maru*, from Moji—6 Japanese.
Per *Suisang*, from Calcutta, &c.—1 European and 620 Chinese.
Per *Maidzuru Maru*, from Coast Ports—Mr. Matsumoto, and 200 Chinese.

Departed.

Per *Loonggang*, for Manila—Messrs. Geo. G. Shaw, C. Graves, Jr., D. E. Mead, Henry Loy, James Loy, Lieut. R. V. Ballard, Mr. Giracio Arvalo, Mrs. Polina Matones, Misses Waldron, Drew, Mrs. L. Griffith, Mrs. A. J. Nichols, Miss Muriel Onslow, Mr. and Master Antonio Hidalgo, and Mr. C. A. Davis.
Per *Memoudir*, for Manila—Mr. and Mrs. X. d'Almeida e Castro, Miss Nakamura, Mrs. M. F. Souza, Henry Humphreys, Master M. P. Marcinha, Mrs. Willard, Mrs. Mercer and infant, Mrs. Nason, Mrs. J. W. Heard, 4 children and infant, Miss Townsend, Messrs. Ed. Kriel, W. Baruth, J. W. Taylor, Mrs. Tomy, Misses Torny (2), Miss Melsank, Mrs. Weir, Messrs. Harnawa, K. Nagai, Y. Harada, M. G. Denice, W. Hirota, A. Fajardo, C. B. Morton, E. Reverso, J. Santos, R. F. Gray, M. Llanaga, J. Weir and W. A. Stopani.

STEAMERS EXPECTED.

Names.	From.	Due.
Valletta	Singapore	June 22nd
Argyll	Kobe	June 22nd
Glenogle	Moji	June 23rd
City of Peking	Japan	June 25th
Futami Maru	Nagasaki	June 26th
Suitang	Singapore	June 27th
Oldenburg	Japan	June 27th
Armenia	Yokohama	June 27th
Moyune	Liverpool	June 27th
Galic	San Francisco	July 2nd
Biagno	Bombay	July 5th
Verona	Suez	July 7th
Hongkong Maru	San Francisco	July 12th
Teenka	Liverpool	July 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected" sailing are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give notice to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

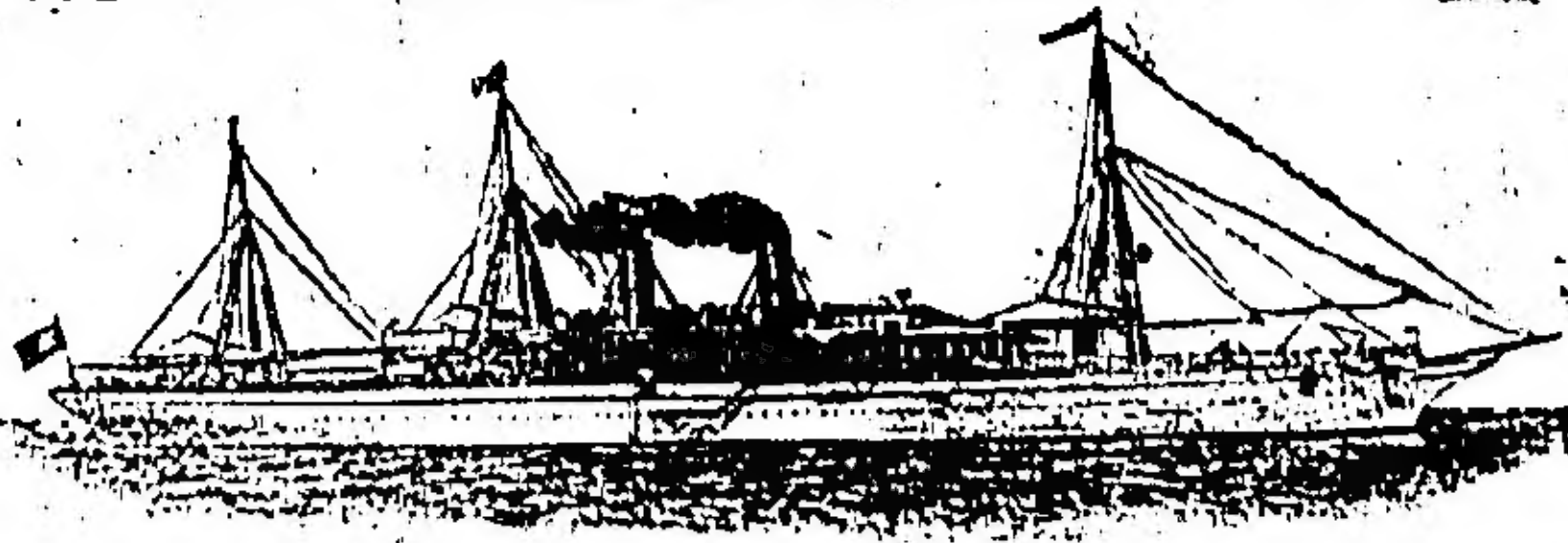
SWATOW WEEKLY SHIPPING REPORT.

(June 16th, 1900.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
June 10	Saline Ricketts	Hongkong	B. & Co.
" 11	Chowai	Amoy	L. Y. & Co.
" 12	Haiting	Hongkong	L. Y. & Co.
" 13	Haiting	Hongkong	L. Y. & Co.
" 14	Haiting	Hongkong	L. Y. & Co.
" 15	Haiting	Hongkong	L. Y. & Co.
" 16	Haiting	Hongkong	L. Y. & Co.
" 17	Haiting	Hongkong	L. Y. & Co.
" 18	Haiting	Hongkong	L. Y. & Co.
" 19	Haiting	Hongkong	L. Y. & Co.
" 20	Haiting	Hongkong	L. Y. & Co.
" 21	Haiting	Hongkong	L. Y. & Co.
" 22	Haiting	Hongkong	L. Y. & Co.
" 23	Haiting	Hongkong	L. Y. & Co.
" 24	Haiting	Hongkong	L. Y. & Co.
" 25	Haiting	Hongkong	L. Y. & Co.
" 26	Haiting	Hongkong	L. Y. & Co.
" 27	Haiting	Hongkong	L. Y. & Co.
" 28	Haiting	Hongkong	L. Y. & Co.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.
EMPRESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 28th July.
EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pudding Street, 13.

Hongkong, 6th June, 1900.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenzie... 3,750 W. Frakes... July 2
Queen Adelaide... 3,832 F. McNair... July 25
Duke of York... 3,821 J. S. Cox... July 28
Victoria... 3,802 T. Panton... Aug. 2

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Argyll... 3,907 S. Thomson... June 30
Nonmouthshire... 3,874 J. Kennedy... Aug. 4
Braemar... 3,861 W. Watt... Aug. 23
Argyll... 3,907 S. Thomson... Sept. 13

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 14th June, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
AND HONOLULU, THE UNITED STATES, &c.

Thyra... 3,812 about June 30
Energia... 3,177 about July 31
Carlisle City... 3,002 about Aug. 20
Strathgyle... 3,023 about Sept. 13

THE Steamer
"THYRA,"

will be despatched for MOJI, KOBE, YOKO-
HAMA, SAN DIEGO & SAN FRANCISCO,
on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 11th June, 1900.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	TO-MORROW, 21st June, at Daylight.
HIROSHIMA MARU S. Tsuji	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd June, at Noon.
INABA MARU W. Bainbridge	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTABA MARU J. Thom	SYDNEY and MELBOURNE, via MARILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th June, 1900.

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.) (Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA Ostermann	NEW YORK (via SUEZ CANAL)	About 30th June. Freight.
SAMBIA G. Schmidt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 2nd July. Freight.
WITTENBERG Hempel	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 17th July. Freight.
SAVOIA Sijes	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 31st July. Freight and Passage.
SIJESIA Behrens	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 8th August. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:
AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 26th June,
at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 21st July,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 16th Aug.,
at Noon.

THE Steamer
"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 26th instant, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd June, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:
City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 5th July,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 31st July,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, Aug. 25th,
at Noon.

THE U. S. Mail Steamer
"CITY OF PEKING,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on THURSDAY, the 5th July, at
Noon, taking Passengers and Freight for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNION PACIFIC, DENVER and
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have,
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION-PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"
Captain Blackland, will be despatched for the
above Ports, TO-MORROW, the 21st instant,
at 4 P.M.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 13th June, 1900. [753b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above
on FRIDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th June, 1900. [774b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"
Captain Somerville, will be despatched as above
on SATURDAY, the 23rd instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th June, 1900. [784b]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamer
"AUSTRALIAN,"

Captain Helms, will be despatched as above
on SATURDAY, the 23rd instant, at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric-light.

A Stewardess and a duly-qualified Surgeon
are carried.

A.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVA-
TION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th June, 1900. [733b]

THE OSAKA SHOEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 24th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 18th June, 1900. [45]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"KAIFONG,"
Captain Pennefather, will be despatched as above
on MONDAY, the 25th instant, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [775b]

THE OSAKA SHOEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain J. Saito, will be despatched for the
above Ports, on WEDNESDAY, the 27th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1900. [750b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.
THE Company's Steamship

"ULYSSES,"
Captain Brown, will be despatched as above
on THURSDAY, the 28th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamer

"BENALDER,"
Captain C. K. McIntosh, will be despatched as
above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th June, 1900. [760b]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamer

"ETTRICKDALE,"
will be despatched for the above Port on
or about the 6th July, and the S.S. "SIKH"
on or about the 13th July. They will be
followed by the

S.S. "AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th June, 1900. [12]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above
on TUESDAY, the 10th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1900. [725b]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"
Captain M. F. H. Jackson, will be despatched
as above on TUESDAY, the 26th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th June, 1900. [7643b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above
on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated
forward of the Engines.

A duly qualified Surgeon

SINGAPORE AND THE SOUTH.

DATES TO 13TH JUNE.

(From Straits Papers.)

GENERAL.

Mr. W. G. Bell is appointed a Magistrate for the settlement of Singapore.

Archdeacon Perham is due in Singapore, on his return from leave on the 22nd inst. He comes by German mail.

The death is announced at Taiping, in childhood, of the wife of Mr. H. B. Collinge, Inspector of Schools, Penak.

A *Gazette Extraordinary* has been issued appointing the Hon. Walter Egerton to be the deputy of His Honour the Officer Administering the Government of the Straits Settlements, who left for Borneo at 5 p.m. on the 10th inst.

BUILDING COLLAPSES.

About 5.30 on the morning of the 13th inst. a building in course of erection near the Race-course collapsed. There were eight men sleeping in the place, and all were injured.

RUSSIAN VESSEL ASHORE.

The Russian cargo boat, the *s.s. Rossi*, ran ashore at Diamond Point on the east coast of Sumatra on the 2nd of May and was floated on the 28th by a Dutch man-of-war. Several vessels have already grounded at the spot, which badly wants a lighthouse.

WAS IT MURDER.

On the 11th inst., a Chinaman named Lock San Chan gave another Chinaman, one Chah Ah Poh into custody, saying he had killed a man in a carpenter's workshop in the rear of Messrs. Powell & Co.'s premises in Orchard Road, Singapore. A search was instituted by the police, and the body of a man was found in the workshop named. There were no marks of violence about the corpse however. Chah Ah Poh is under arrest.

TIN.

Speaking of the high price of tin during 1899, and its effect on the revenue of the Negri Sembilan, Mr. E. W. Birch, C.M.G., thus truly forth in his administration report:—The rise came as a heaven-sent demonstration of the opportuneness of Sir Frank Swettenham's railway policy, and the native population, ever ready to believe in the luck of those at the head of affairs, are now warm supporters of that policy.

A CHIEF KILLED.

At Segli, on the Acheen coast, a few days ago, a chief was shot dead. The Dutch authorities received intelligence that the chief was disaffected and it was decided to arrest him. A party of soldiers surrounded his house, and four of them entered the dwelling. The chief killed one of the four, and severely wounded the other three men. Whereupon the rest of the party rushed in and killed the man, and also his wife.

PRETORIA REJOICINGS.

Taiping was to celebrate the occupation of Pretoria, on the 6th, with a procession of vehicles, sports, and a torch light procession. The Pretoria rejoicings at Penang took the form of a Volunteer night parade, a bonfire, illumination at the Chinese Cycling Club, and procession of Chinese, Tamils, and other nationalities.

There were grand things at Kuala Lumpur on Pretoria Day, which was celebrated there on the 7th inst. The town was decorated. The day's proceedings started with a review of the Malay States Guides. A thanksgiving service followed. Then came a *trishka* parade amid crackling firing and the strains of a Tamil band. At noon, a royal salute of 101 guns was fired, the last gun fired being followed by a salvo of thunder. At 4 o'clock, the Ampang Chinese Volunteer Corps, specially enrolled for the occasion, drilled on the plain, led by Colonel Chow Kit. After drill, a party of Malay boys went through a war song, and the spectators were treated to a Tamil dance. A carriage parade followed, the vehicles being gaily decorated. At night, the town was in a blaze of light from illuminations. At 10.30, a grand bonfire delighted the assembled throng and burned furiously for two hours. It went out amid cheers and singing, intermixed with yells from the Tamil section of the crowd. Thus ended a glorious day.

A LOYAL CHINESE CLUB.

By an apt coincidence, the first anniversary of the Singapore Ewe Boon Kee Club (Straits-Born Chinese) occurred on the 11th inst., the day set apart as a public holiday in honour of the fall of Pretoria. The club therefore celebrated the dual event, and in addition to the club members' invitations were issued to the Presidents and Secretaries of other Chinese clubs, to a dinner, which took place last night. There were present Hon. Dr. Lim Boon Keng, Mr. Lee Choon Guan, Mr. Wee Thiam Tew and others, all wearing a gay Empire coloured rosette in honour of the occasion.

Among the toasts proposed was that of the "Queen," and "Lord Roberts" by Dr. Lim Boon Keng, who made some excellent and appropriate remarks in Malay. The festivities were prolonged until a late hour.

KEPPEL HARBOUR.

A distinguished old Singaporean writes by the mail to an old resident as follows re Keppel Harbour:—Thanks for your short note of the 19th ult. for the *Government Gazette* of the same date. I am sorry that I have made a donkey of myself, and abused you. His remark upon the change of name [to Keppel Harbour] is simply absurd; just as if seven eighths of the skippers arriving at Singapore bother their heads as to the name of the place they go to, after the pilot has boarded them, and whether a sailor would not rather have the harbour called after a man so well-known and appreciated as Harry Keppel. As to the "keen feeling of hundreds and thousands of men who are to be worried over the charts" that is all bosh, and nobody knows it better than that asinine editor, who is only jealous, and furiously so, because he had not the lead in the matter.

THE "POWERFUL."

AS GOOD AS NEW.

Mr. Goschen, replying to Sir E. Gourley in the House of Commons, on the 17th May, said that the machinery and boilers of the *Powerful* were reported in excellent condition for carrying out a full-speed trial on arrival in England if it had been ordered. In her last full-speed trial, which was made before she left China, she developed 23,012 horse-power, 25,000 being her maximum designed power.

Mr. Allan asked whether the vessel could do 22½ knots now, as originally designed. Mr. Goschen: She was designed for 22 knots for the contractors' trial and not 22½ knots. Her machinery and boilers are in excellent order, and there is no reason why she should not do as well now as she did when first commissioned.

Mr. Bowles: What speed did the *Powerful* develop in her last full-speed trial on the China Station?

Mr. Goschen: My impression is it was between 20 and 21 knots.

MRS. CRONJE AND DR. "JIM."

Mr. Benram M. Denison, midshipman on H.M.S. *Thetis*, who was in charge of the cutter in which Cronje and his family landed at St. Helena, in a private letter mentions an amusing anecdote of Cronje's voyage from the Cape. "Our doctor at present is Dr. Jameson. Mrs. Cronje was suffering from sea-sickness. The captain asked her husband if he would like a doctor. Cronje said, 'Yes; but who is the doctor?' 'Oh, you can have the ship's doctor.' 'What is his name?' 'Doctor Jameson.' 'Oh, no, thank you; it doesn't matter.' Cronje was apparently determined not to have anything to do with a man of that name if he could help it.

DUKE OF CONNAUGHT AND INDIA.

It is quite on the cards, says the *Indian Mirror*, that the Duke of Connaught may succeed the late Sir William Lockhart as Commander-in-Chief in India. The choice, if made, will be beyond all praise. The Queen's son is a keen soldier, has been Commander-in-Chief in Bombay, sympathises with the military aspirations of our countrymen, and in the face of the ventilation of the idea of Imperial Federation, his return to India would be invaluable. If we cannot have a Queen's son as Viceroy let us have him at least as our Commander-in-Chief. That will add ten-fold to the country's loyalty, and affection to the Throne.

THE BOERS EXPLAIN!

Mr. Westcott has said, in America, that the reported abuse of the white flag exists largely in the minds of the English correspondents. He said that in a case near Kimberley, where the Boers were accused of firing after they had hoisted the white flag, the white jacket of a clergyman, who suddenly rushed to the front, was mistaken for the British for a flag. The Free State flag, he added, when faded, was often mistaken for a white one!

HAWAII AND AMERICA.

The United States Senate has passed the bill for reorganising the system of Government in Hawaii. Its most direct effect will be to invalidate all contracts for the supply of foreign labour in Hawaii, concluded subsequently to the 12th of August, 1897. Further, the laws of the United States will become applicable to Hawaii in the matters of labour immigration, coasting trade, and tariff. Japanese newspapers, in reporting this news, predict the immediate collapse of all emigration companies in Japan. In other respects, too, the situation created will be serious for Japan. The operation of the United States tariff will render it difficult and costly for the Japanese now in Hawaii to obtain supplies from Japan, as they have hitherto been in the habit of doing; and the coasting trade restrictions will make it impossible for a Japanese vessel to call at Hawaii en route for America.

GREAT FIRE AT DUNDEE.

GOOD FOR COCOA PLANTERS.

Some time back Messrs. James Keiller and Sons (Limited), of Dundee, went into the cocoa trade, and this has been a disastrous departure for them, as the great establishment in Dundee for the manufacture of marmalade and other preserves belonging to them was almost totally destroyed by fire on May 10th. The outbreak was occasioned by the bursting of a refrigerator in the chocolate preparing department. The fire raged for three hours, and before it was got under the premises were gutted. The buildings, stock, and machinery are insured for £118,000.

GUAM, A NAVAL BASE.

The American naval authorities have decided that Guam, one of the Ladrone islands, is strategically of scarcely less value than Hawaii, and have begun the preparation of plans to make it one of the most important naval bases in the Pacific. The projected improvements include a breakwater at Port San Luis d'Apra, a coaling wharf and repair shops, and shore batteries.

THE ETHNOLOGY OF SCOTLAND.

In a letter to the editor of the *Morning Post*, Mr. Herbert Maxwell, writing from Newton Stewart, replies to certain criticisms passed upon a previous letter of his in which he (Mr. Maxwell) had referred to the alleged Germanic descent of the men of Lothian and the Borders. Before the theory above mentioned can be finally discarded, Mr. Maxwell writes, it is necessary to get rid of a piece of evidence which is sadly in the way of any new one—namely, that of place-names. "If the Norsemen had held Lothian and left their descendants there and on the Scottish side of the border, as they have in Caithness, infallibly we should be using at this day names with the characteristic Scandinavian suffixes, by, thorpe, thwaite, boster, &c., which remain in Lincolnshire, Yorkshire, Westmoreland, Caithness, Mun and other districts known to have been long under Norse or Danish dominion. As matters stand, the place-names of Lothian are distinctly Saxon as shown by the prevalent suffixes ham and ton. The Frisians were probably the earliest Germanic settlers in Britain, long antedating the Saxon intrusion in 441, and it is noteworthy that Nennius calls the Firth of Forth Mare Freisum—the Frisian Sea. Both in Lothian and on the Scottish Border there is a substratum of Celtic place-names, but the bulk of the place-names as far west as Dumfries is Germanic. Dumfries itself, on the very verge of Celtic Galloway, probably commemorates the Frisian settlement, for of the 28 towns in Britain named by Nennius one is Caer Britain, now Dumbarton (the fort of the Britons or Cymri), another is Caer Pharis, now Dumfries (the fort of the Frisians). Place-names are a spontaneous and well-nigh indestructible, as the Romans found when they enacted that Augustus should be the official name of the seaport which the Celtic natives had named Londron. Their evidence, therefore, in question of ethnology cannot be set aside."

REVOLUTION IN TELEPHONES.

A syndicate has been formed by the Darmstadt Bank for the commercial exploitation of the telephograph, a combination of telephone and phonograph, the great merit of which seems to be that one can hear the message a long time after it is spoken. The Postmaster-General, Herr von Podbielski, who examined the invention closely, is said to be quite delighted with it.

HE RODE LIKE A HARE.

A Boer returned from Natal gives an interesting description of a British cavalry charge, and adds that he "rode like a hare looking for his burrow in the ground." He does not want any more. "A wagon-load of money would not take him back again."—*Diamond Field Advertiser*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Austin, Lieut.-Col. Libbin.
C. G. B. Libbin.
Adams, Mrs. H. Libbin.
Andrews, Mrs. M. Libbin.
Arnold, E. Libbin.
Alnarch, G. Libbin.
Ayr, R. Libbin.
Akbar, H. Libbin.
Allister & Co. Libbin.
Arrowsmith Libbin.
Appahamy Libbin.
Andrieu, O. Libbin.
Alye, Libbin.
Abbott, A. J. Libbin.
Hosman, H. F. Libbin.
Bayly, Miss Libbin.
Bradley, N. Libbin.
Benjamin, A. Libbin.
Borkley, W. Libbin.
Borgo, L. Libbin.
Buckley, P. Libbin.
Bum, W. Libbin.
Beck, D. Libbin.
Barra, E. Libbin.
Brown, Col. F. Libbin.
Brown, J. O. Libbin.
Brown, N. P. Libbin.
Brown, G. E. R. G. Libbin.
Bell, C. Libbin.
Bukham, W. S. Libbin.
Black, U. M. Libbin.
Brady, A. M. Libbin.
Benjamin, R. Libbin.
Crawford, J. Libbin.
Carmo, P. Libbin.
Carangia, R. Libbin.
Chandrasekhar, M. N. Libbin.
Chung War, Libbin.
Collic, Mrs. J. A. Libbin.
Cohen, J. A. Libbin.
Conception, B. M. Libbin.
Collins, A. J. Libbin.
Cherry, F. A. Libbin.
Coatwall, M. Libbin.
Corbett, A. J. Libbin.
Cummings, Miss Libbin.
Carmo, I. Libbin.
Chumal, L. Libbin.
Ching Quing Hung Libbin.
Clyde, M. E. Libbin.
Davies, F. Libbin.
D'Arcy, E. Libbin.
D'Almeida, Libbin.
Daloy, R. Libbin.
Dalrymple, F. E. Libbin.
Douglas, M. E. Libbin.
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Dowell, J. Libbin.
Dyer, E. J. Libbin.
Drumman, J. Libbin.
Desjardins, L. Libbin.
Duffner, A. H. Libbin.
Dillon, B. Libbin.
Dakin, N. Libbin.
Dozin, F. Libbin.
Duyver, Miss R. Libbin.
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Eldridge, F. H. Libbin.
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Elliott, P. Libbin.
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Francis, D. Libbin.
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Hant, D. B. Libbin.
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Hayward, E. Libbin.
Hermann, J. Libbin.
Harvey, Miss Libbin.
Hjerbrun, H. Libbin.
Hogen, C. R. Libbin.
Hopkins, Miss Libbin.
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Haines, J. C. Libbin.
Hing Ching-San Libbin.
Houston, R. Libbin.
Howard, Mc Libbin.
Hollingsworth Libbin.
Hart, F. J. Libbin.
Holladay, B. Libbin.
Holsen, D. S. Libbin.
Ismaillian Libbin.
Ichang Libbin.
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Jones, P. Libbin.
Jones, W. F. Libbin.
Jacob, T. Libbin.
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Kramer, P. Libbin.
Klotz, F. R. Libbin.
Kelly, R. R. Libbin.
Kong Yeu Hing Libbin.
Kastler Libbin.
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Maris, M. Libbin.
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McDougall Libbin.
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Moor, L. W. Libbin.
McCauley, J. Libbin.
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McMille, A. C. Libbin.
McKenzie, J. D. Libbin.
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Neval, S. Libbin.
Nolan, L. H. Libbin.
Naughton, W. B. Libbin.
Narack, J. Libbin.
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O'Brien, C. Libbin.
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Swan, J. M. Libbin.
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Shaw, N. G. Libbin.
Smith, S. L. Libbin.
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Spafford, T. Libbin.
Spamson, R. Libbin.
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Tuk Too Cheong Libbin.
Turner, Miss A. S. Libbin.
Tierney, Libbin.
Taylor, Esq. Libbin.
Trigilio Libbin.
Turnance, J. Libbin.
Tehran, M. J. Libbin.
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Wong, Sam Hing Libbin.
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S.S. Strathgyle J. Dawson. (Holiday).
S.S. Stomann K. Spah.
Torpedo Boat Terriel Johann Jares.
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Notice of Firm.

NIPPON YUSEN KAISHA.

I HAVE This Day handed over the TEMPORARY CHARGE of the Company's Business at this Port to Mr. K. KOBATA, JIRO ITAMI, Manager.
Hongkong, 19th June, 1900. [782b]

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TO LET.
A FURNISHED ROOM on the LOWER LEVEL, WITH or WITHOUT BOARD.
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"GLENIFFER" KOWLOON.
A HOUSE IN RIFON TERRACE.
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Hongkong, 18th June, 1900. [21]

Intimations.

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A special reliable Watch made for this Climate.
Quality A \$16
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[37]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
J EYES FLUID
ANTISEPTIC
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897. [37]

SIEN TING.

SURGEON DENTIST.
No. 24, PRAGA STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

GRIMAULT'S SYRUP.

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Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in all oval bottles. Beware of imitations.
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Hongkong, 11th December, 1899. [33]

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